Supply of sub-standard coal to Thermal Power Stations

288. SHRIMATI KAMLA SINHA: Will the Minister of COAL be pleased to state:

(a) whether it is a fact that open cast mines of Coal India Limited are producing sub-standard coal;

(b) whether it is also a fact that due to the supply of sub-standard coal, the machinery of coal washeries and thermal power stations is adversely affected; and

(c) if so, what corrective measures have been taken by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NYAMAGOUDA): (a) It is true that some of the coal produced from opencast mines of Coal India Limited does not conform to the stated specifications. This is mainly due to mixture of overburden with coal at the time of mining in opencast mines.

(b) Power Stations and other consumers have occasionally complained about damage to the Coal Handling Plants because coal received by them was larger than the size required.

(c) In order to ensure loading of uniform sized coal free from extraneous material, Coal Handling Plants are being provided at various loading points. Coal India is now laying great stress on quality control. Complaints received from the different sectors' consumers are monitored and corrective action taken. The supervision of wagon loading at the collieries has also been tightened and all consumers have been given the facility for supervising loading of wagons at the loading point itself.

Crisis faced by Textile Mill in West Bengal

289. SHRI KRISHNA KUMAR BIRLA: Will the Minister of TEXTILES be pleased to state:

(a) whether Government are aware of the crisis being faced by the textile mills in Eastern India particularly in West Bengal;

(b) if so, what are the details thereof; and

(c) what steps have been taken by Government to provide them necessary relief and have these mills from a total collapse?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI ASHOK GEHLOT): (a) No crisis has been reported by Textile Mills in Eastern India, particularly from West Bengal.

(b) and (c) Do not arise in view of above.

Passenger on a dharna inside the aircraft

290. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that, on October 13, 1991 the passengers of the Indian Airlines Calcutta-Dibrugarh flight sat on a 'Dharna' inside the aircraft when after three hours delay the flight was cancelled because of "unclean cabin" and the passengers had to be accommodated at the airport hotel;

(b) if so, what is the expenditure Indian Airlines had to incur to accommodate the passengers at airport hotel;

(c) whether any inquiry into the negligence resulting in the cancellation of the flight causing inconvenience to the passengers besides incurring of avoidable expenditure has been made by Government; and

(d) if so, what is the outcome thereof stating the measures taken by Government to avoid such incidents in future?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) Yes, Sir.

(b) Rs. 1,16,539/- was spent by Indian Airlines towards hotel accommodation and food provided to the passengers.

(c) and (d) The incident was investigated by Indian Airlines. The subject flight IC-201 (Calcutta-Dibrugarh) was to be operated with the incoming aircraft operating flight IC-213. On that day, because of bad weather, many flights including IC-213 were delayed and the aircraft landed at Calcutta airport at 1345 hrs. The flight was cleared only at 1440 hrs. However, due to sunset hour limitations at Dibrugarh, it was decided to cancel the flight.

Life span of an Aircraft

291. DR. NARREDDY THULASI REDDY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the life span of an aircraft; and

(b) what is the number of aircrafts in Air India and Indian Airlines which have crossed their life span?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) and (b) There is no specific life span for an aircraft. There is, however, a concept of an economic life which is about 20 years. Depending on the hours of usage and landings and carrying out of specific structural repairs and modifications, an aircraft can be used for as long as its airworthiness is certified by the Civil Aviation authorities. No aircraft in Air India or Indian Airlines has crossed its life span.

सवाई माधोपुर में पर्यटन विकास

292. **डा० अरार अहमद** : क्या **नागर विमानन और पर्यटन मंत्री** यह बताने की कृपा करेंगे कि :

(क) सरकार ने गत तीन महीनों के दौरान पर्यटन को बढ़ावा देने के लिए क्या-क्या उपाय किए हैं और उसके क्या परिणाम रहे हैं ;

(ख) क्या सरकार का ध्यान सवाई माधोपुर पर्यटन केन्द्र की ओर दिलाया गया है जहां रणथम्भौर बांध परियोजना पर्यटन की दृष्टि से महत्व रखती है. इसके अतिरिक्त वहां रणथंभौर दुर्ग एवं नदियों तथा वनों से घिरा एतिहासिक गणेश जी का मंदिर तथा कई अन्य प्राकृतिक सौंदर्य स्थल हैं ;

(ग) यदि हां, तो क्या वहां कोई सर्वेक्षण कराया जाएगा और पर्यटन विकास के लिए तत्काल कुछ धनराशि स्वीकृत की जाएगी ; और

(घ) राजस्थान में वे स्थल कौन-कौन से हैं जहां गत वर्ष बहुत अधिक संख्या में पर्यटक गए तथा इस वर्ष अब तक जा रहे हैं ?

नागर विमानन और पर्यटन मंत्री (श्री माधव राव सिंधिया) : (क) पर्यटन को बढ़ावा देना एक सतत प्रक्रिया है । केंद्रीय पर्यटन विभाग ने पर्यटन को बढ़ावा देने के लिए पिछले तीन मास के दौरान देश में तथा देश से बाहर प्रचार अभियान चलाया है ।

(ख) जी, हां ।

(ग) पर्यटन का विकास करना मुख्यतः राज्य सरकार की जिम्मेदारी है । सर्वेक्षण कराने के लिए राज्य सरकार से कोई विशिष्ट प्रस्ताव प्राप्त नहीं हुआ है । तथापि, पर्यटन को बढ़ावा देने के लिए सवाई माधोपुर को रणथम्भौर के साथ अभिनिर्धारित योजना परिपथों पर लाया गया है ।

(घ) ये स्थान निम्नलिखित हैं:--

जयपुर, जोधपुर, उदयपुर, चित्तौड़गढ़ अजमेर, पुष्कर, जैसलमेर ।